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A. S. WATSON & CO.,
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WINE AND SPIRIT MERCHANTS.

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WHISKY
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FOR OVER
20 YEARS.

\$15.00 - PER CASE.

A. S. WATSON & CO.
LIMITED,

ALEXANDRA BUILDINGS:

Hongkong, 21st February, 1907.

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Our communications relating to the news column
should be addressed to Paul Carson.
Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
not for publication but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymous signed "communications" that have
already appeared in other papers will be inserted.
Letters for extra copies of DAILY PRESS should be
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the hour the supply is limited. Only rapids for Cas-
trophic address: PAUL CARSON, Codex A.B.O. 1499
Liebig's
P.O. Box, 384, Telephone No. 13.BIRTHS.
On the 1st instant, at "Woodlands," Castle
Road, the wife of Mr. A. E. de Silva, a son,
Shanghai and Japan, please copy. [417]
On March 2nd, at Eddine West, The Peak,
the wife of Edward F. Mackay, of a daughter. [408]DEATH.
On February 8th, at Nowshera, Punjab, India,
the result of a slight operation) Cecil Godfrey
Bied, Lieutenant Indian Army, 64th Sikhs Frontier
Force, late Royal Marine Lt. Inf. and formerly
serving in H.M.S. *Cressy* on the China Station,
fourth son of the late Col. F. V. G. Bird, R.M.L.I.,
aged 26 years. [409]HONGKONG OFFICE: 10A, DES VIEUX ROAD CI
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 4TH, 1907.

NEARLY two years ago the world was astonished by the explosion and sinking of the Japanese battleship *Mikasa*. The great war had been finished, and peace declared; and the ship, which as Admiral Togo's flag-ship, had borne all the burden of the fight, had returned for refitment to Sasebo. The Admiral had gone up to Tokyo to pay his respects to his EMPEROR, and the greater part of the crew had either been discharged or were on shore on leave, when, without a moment's warning, the big ship, the finest and newest of the entire Japanese navy, which had only arrived from England to take her part in the outbreak of the war, burst into flames; and the flames mysteriously communicating with the magazine, the entire ship blew up, and instantaneously disappeared beneath the water. Most of those on board, consisting of a portion of her crew, and of some who had been hastily summoned from the other ships in harbour to assist in extinguishing the flames, were either blown to pieces in the explosion, or carried down with the ship, so that no direct evidence was available as to what had really occurred on board. The nation at large

had been dissatisfied with the terms of the peace arrived at by the Government, and this dissatisfaction had in Tokyo broken out into mob riots, and there were not wanting those who attributed the explosion to the wilful act of some discontents on board the ship herself, who thus sought to take revenge for a supposed slight on the victorious navy which had so recently covered itself with glory at the battle of Tsushima.

Under the circumstances it was clearly to the advantage of Japan to court the fullest enquiry into the circumstances, and to afford the fullest information in its power as to what actually happened. During the war the world had seen with unmixed admiration the unanimity of purpose which had actuated the entire nation; and had enabled it to throw an impenetrable veil of secrecy over all the movements of the army and navy at home or at the actual seat of war equally. This capacity for concealment, fully understood, as it was, by every individual in the empire, was a valuable help in the conduct of the war, and was undoubtedly one of the chief causes of success in the last great battles about Mukden; but its necessity had passed, and, to put Japan at rights with the world at large, it would have been more consonant with the interests of the nation in the case of the explosion to have courted the fullest investigation. This, unfortunately for the honour of Japan, was not done, but every attempt, as in the other case of operations in the field, was made to throw a veil of mystery over the entire affair.

We at the time in commenting on the catastrophe pointed out its inadvisability, and showed how the silence was giving the enemies of Japan a handle which they would certainly make the most of. The result was, as we at the time fore-saw, the story of a mutiny, on board came to be generally credited, and Japan and the Japanese navy were lowered considerably in the estimation of the world. At the time too we suggested that the real cause of the explosion was spontaneous. The British Government had been largely experimenting with explosives; it had found that in these high explosives there was always a tendency towards instability, and that in these picric acid compounds the higher the explosive the greater became the tendency to instability of the compound. Under the circumstances the British authorities had arrived at a compromise, and accepted a compound which although not giving the missiles the greatest velocity practicable, was yet under all conditions of service the safest. Not content with these results the Japanese, conceiving they had discovered a method of reducing the risk of explosion, introduced into its service a higher class of explosive. It was possibly correct in its conclusions: in higher explosive did undeniably tend towards the successful issue of the war, and as long as the war lasted no evil results occurred, so far as any outside knowledge at least, goes. The large stock on board the *Mikasa* was possibly inadvertently left on board; and it was the spontaneous combustion of this that we suggested was the cause of the explosion.

Experts hesitated to give a final opinion pending the raising and thorough examination of the interior of the ship, but the damage proved so much more intense than was at first estimated that it was only the other day that the big ship was refitted. A complete examination, though of course a judgment cannot under the circumstances be considered infallible, goes to show that the theory of spontaneous combustion is most consonant with the conditions; and it may be now considered that the heavy weight of suspicion that for a time hung on the honour of the Japanese navy may be looked upon as once for all dissipated. This is doubtless satisfactory to Japan as a nation, and more especially to Admiral Togo as a commander; and we may congratulate him on the removal of this last slur on his reputation. But the incident seems possibly to throw light on another historical explosion, the effects of which have since seriously affected the balance of power throughout the world. Under not altogether dissimilar conditions the American warship *Maine* blew up when quietly at anchor in the harbour of Havana. The cause was equally mysterious, but so much was not then known of the ordinary behaviour of these high explosives. The evidence—what little there was—seemed to point to treachery somewhere, and it was a moot point whether it occurred amongst the crew of the warship, or was a deliberate outrage on the part of someone connected, or in sympathy, with the Spanish Government whose relations with the United States were con-

siderably strained. Public feeling ran high on both sides, and so far did it go in the States themselves, that, however reluctantly, the Government at Washington was compelled to declare war. The consequence was, of course, the loss of Spain's colonial possessions, and the establishment in the Pacific of the United States as a colonial Power. Now that the verdict has been given in the case of the *Mikasa* of accidental explosion, public opinion has gone back to the similar explosion on board the *Maine*. Was it not possible that the aspersions cast on both sides in the heat of argument were both equally unfounded? That past is gone beyond recall, but it would tend to a removal of many sorenesses, could the unfortunate explosion be shown to have arisen from circumstances beyond the control of either.

The Russian cruiser *Ashkod* arrived here on Saturday from Vladivostock.

Mr. Nathaniel Roe, of New York, has succeeded in sailing at a speed of seventy-seven miles an hour in his ice yacht on the St. Lawrence River, in the United States.

A would-be suicide at Newbiggin had his life saved by the severe weather. He cut his throat but the intense frost congealed the blood, and prevented him from bleeding to death.

It is notified in the *Gazette* that Frederick Ogden Amy, third class inspector in the Sanitary Department, has been suspended from the exercise of his office for corrupt practices, with effect from the 24th inst, pending the decision of the Secretary of State for the Colonies regarding his dismissal from the Government service.

Foothow has been cheered with many enjoyable dances this season, each a brilliant success in its own way, but one of the happiest was that given by the Bachelors on February 2nd at the Club. The building was decorated throughout, and lit with pretty lanterns, and warmed with stoves. Messrs. Ashton, Abel, Marziokevich, and Ferguson are specially prised by the *Edo* as hosts.

A bankrupt, describing how he came to need the protection of the court—a Colonial bankrupcy court—said: "I had to hypothesize my chronometer." Judge: "You did what?" "Hypothesized my chronometer." "Do you mean that you gave it a safety for a loan?" "I do." "Why not say so? Who advanced the money?" "A money-lender." "One with three balls over his door?" "Yes." "Then if I were you I would say, 'I pawned my watch.'"

The Thaw trial at New York seems to have caused many sensations, but as usual there were many newspaper inventions and contradictions. Some papers commented on the levity in court of a theatrical friend of Mrs. Thaw. It is stated that Mrs. Harry Thaw will be called by Mr. Jerome, the District Attorney, as the first witness against her husband. She will be asked to explain the meaning of her exclamation after the tragedy: "Oh, Harry, I did not think you would do it that way!"

A dispatch from Peking states that H. E. Tang Shao-yi, Senior Vice-President of the Ministry of Posts and Communications, will leave the capital in a few days for Canton. It is said that Vice-roy Chou Fu has reported to the throne that he is unable to straighten out the affairs of the Canton-Hankow Railway satisfactorily, and that the only one who can do so is His Excellency Tang Shao-yi. Permission has, therefore, been given by the Emperor to His Excellency to make a short trip South to settle matters.

The Russian Government, desirous of showing its readiness to carry out the obligations assumed by the Treaty of Portsmouth, and, above all, anxious to re-establish in the interests of the other Powers a normal state of affairs in the Far East, gave orders for the immediate evacuation of Northern Manchuria, although the period in which evacuation is to take place does not expire until April 15. This step, taken *modus proposito*, affords additional evidence of Russia's entire goodwill in matters concerning the Far East, and augurs well for the re-establishment of thoroughly friendly relations between her and Japan.

The *Gazette* announces that the appointment of Mr. Basil Taylor, Commander, R.N. (retired), as harbour master, marine magistrate, emigration and customs officer, registrar of shipping, superintendent of gunpowder depot, collector of light dues, and superintendent of imports and exports in this Colony, takes effect from the 1st instant. It is also announced that H. E. the Governor has been pleased, in accordance with instructions from the Right Hon. the Secretary of State for the Colonies, to appoint Lieut. C. W. Beckwith, R.N., to be assistant harbour master, with effect from the 1st instant.

Befor Mr. C. D. Melbourne at the Magistracy on Saturday Charles Humphrey Kane, shipping clerk, and Hon. Kwal, tallyman in the employ of the British American Tobacco Company, were charged with the theft of tobacco and cigarettes to the value of \$2,625, from the Company, while a shopkeeper named Li Tat Chui and his assistant, Li Cheung, were charged with receiving the goods knowing them to have been stolen. Mr. M. J. D. Stephens appeared for the prosecution, and Mr. P. W. Goldring acted for the two last named defendants. The case was remanded till Tuesday, the first named being refused bail but the latter allowed bail of \$2,500 each.

The stone wharf opposite Observation Place Praya East, is by a regulation made by the Governor-in-Council, declared to be a public wharf and is to be known by the name of Observation Street Wharf.

A young Chinawoman was found dead on Friday on the hillsides at Ma-tau-wai, Hung-hom, under circumstances which pointed to suicide. She had apparently fastened one end of the rope to the branch of a tree and standing on a stool, she knotted the other under her chin. Then she kicked the stool from under and was strangled. She was discovered by a linkong who cut down the boy and had it removed to the mortuary. It is suspected that the woman ended her life because of domestic trouble.

St. Paul's is to have another Cross. The only one now known to the majority of Londoners is that which shines resplendent over the dome. Three hundred years ago, however, Paul's Cross was a feature of the Cathedral, and for centuries had been, as the *Telegraph* puts it, as well known to Londoners as the Nelson Column is to our own generation. It stood at the northeast corner of St. Paul's, and was a graceful structure of stone, octagonal in form, surmounted by a shapely lead-covered roof, from which rose an ornamental cross. "The pulpit" which it included was used in those days for outdoor preaching. Around the Cross, or on the spot which it occupied, the Folk-mote of the City of London used to meet. Papal Bulls were read from the pulpit before the Reformation. Royal proclamations were made known there. Heretical books were burnt at the stake, while from his position above the preacher denounced their authors. But the associations of Paul's Cross are so numerous that they can hardly fail to recur to the memory of a man fairly well read in English history and literature. The late Mr. H. C. Richards left £5,000 for the erection of a new cross, and the Dean and Chapter will have the opportunity not only of commemorating a spot so famous in English annals but of reviving the open-air service. We presume they will see the pulpit is not forgotten.

DISTINGUISHED VISITORS.

On Saturday the American steam yacht *Margarita* (flying the colours of the N.Y.C.) arrived here from Singapore with the Duke and Duchess of Manchester on board as guests of the owner, Mr. J. H. Smith and Mrs. Smith. The party are on a pleasure cruise, and spent a considerable time at Bombay, afterwards calling at Singapore. They will remain here for a few days.

The Duke of Manchester, who is 3 years of age, married an American lady, the daughter of Mr. Eugene Zimmerman. The Duke, who owns about 70,000 acres in various parts of the British Isles, is very fond of outdoor recreations, especially hunting and shooting.

The *Margarita*, which is commanded by Captain J. A. Cushing, is a comfortable cruising yacht. Built at Greenwich by Messrs Scott and Coy in 1907, her length is 309 feet, her beam 36 ft. 6 in. and her draught 7 ft. 9 in. Her registered tonnage is 721 tons, and she is capable of a speed of 18 knots.

BANDMANN COMEDY CO.

THE SILVER KING.

The Bandmann Comedy Company added another laurel to their crown of success on Saturday night when the sensational play "The Silver King" was staged before a crowded audience. Seldom has the Theatre Royal been so crowded as it was on Saturday night; every available seat was occupied and some had to be content with standing accommodation. "The Silver King" was first performed in Hongkong many years ago by the Dallas-Musgrave Company, and proved an immense attraction. This partly accounted for the abnormally large attendance on Saturday. As played by the Bandmann Company the piece was none the less successful. The audience was constantly moved with emotion and was probably to tears in the pathetic parts, and they were also kept very gay when the piece assumed its lighter aspects. In a play where success depends on the efforts of all the characters it is perhaps laudable to single out any individual part for special praise; it is sufficient to say that every one did his or her part very well and helped to the success of the piece, and the Bandmann Company have every reason to be proud of their achievements. To-night the company will stage Wilson Barrett's "Sign of the Cross," an old Hongkong favourite.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Malta* left Singapore for this port on the 2nd inst. at 1 p.m., with the onward English Mails, and is due here on the 7th inst. at 6 p.m.

The T. B. str. *Lyra* sailed from Seattle on the 27th Feb.

The C.N. Co. str. *Tsinan* left Kuchington on the 2nd inst. and may be expected here on 5th inst. a.m.

The C.N. Co. str. *Changsha* left Sydney for Hongkong via usual ports of call on 28th ult., and may be expected here on 22nd instant.

The N.G.I. str. *Iochia* left Singapore for this port on Mar 1st, and may be expected here on or about the 8th instant.

The str. *Liang* from Calcutta and the Straits left Singapore for this port on the 1st March at 10 a.m.

The N.Y.K. str. *Tango Maru* (American Line) left Kobe via Moji and Shanghai for this port on the 1st March, and is expected to arrive here on the 10th inst.

The N.Y.K. str. *Totomi Maru* (Bombay Line) left Bombay via Colombo and Singapore for this port on the 1st March, and is expected to arrive here on the 20th inst.

The N.Y.K. str. *Sado Maru* (European Line) left Shanghai for this port on the 1st March and is expected to arrive here on the 4th inst.

The N.Y.K. str. *Sanuki Maru* (European Line) left Singapore for this port on the 1st inst. and is expected to arrive here on the 7th inst.

The str. *Li* left Singapore for this port on the 1st inst. and is expected to arrive here on the 10th inst.

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GREEN ISLAND CEMENT CO. LTD.

The ordinary general meeting of shareholders in the Green Island Cement Co. Ltd. was held at the Company's Offices, Messrs. Shawen, Tomes and Co., on Saturday morning. Mr. R. Shewen presided and there were also present Sir Paul Chater, Hon. Mr. W. J. Greson and Dr. Noble (consulting committee). Mr. R. Henderson (secretary), and Messrs. R. Hancock, F. Ellis, A. H. M. da Silva and Captain Clarke.

The SECRETARY having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen,—The report and accounts for 1906 were issued to you on 13th February, and as I presume you are all quite familiar with their contents, I will not read them now unless you desire me to do so. Our working account shows a slightly higher profit, but the amount for division is less owing principally to the fact that 1906 commenced with balance at credit of profit and loss of some \$95,000, brought forward from 1904, while 1905 began with only \$52,000. The final result, however, is that we are able to pay \$368,500 away in dividends this year as against a total dividend and bonus last year of \$375,000, not a very great difference. As ample provision has been made for depreciation we only propose to place a nominal sum to Reserve Fund which being invested in our business is really additional capital, and no actual funds kept in reserve as it should be. The result of the year's work is, I trust, satisfactory to shareholders, but it would undoubtedly have been worse owing to the course of exchange which enabled cement makers at home to offer their brands abroad at lower silver prices, prices which were, of course, never forced to accept or lose the business; had it not been for our increased output which offset this reduction in prices. In other words, we did a larger business to make up for lower prices. As for the future, although I do not care to indulge in prophecy, I can say that this year has begun well, and that our present prospects are very good if exchange does not hit us any harder. The consumption of cement at every engineer will tell you is increasing, and will increase. The use of reinforced cement concrete is growing rapidly all over the world, and should be especially in favour out here where our buildings are so subject to the attacks of white ants, dry rot, etc. The rotary kilns which we added last year took longer than we anticipated to get into thorough working order, but they are causing little trouble now and their return is giving us the greatest satisfaction; in fact they have produced so much more than was anticipated that to enable the grinding plant to keep up with them we had to add to our additions, mills. These with the New Boiler Extension and New Saw Mill Building principally account for the expenditure of \$186,000 at Hok Uai where, as I told you last year, we did not expect to spend more money. Another lac has been spent at Macao, but it has been well spent on economies from which we are making an excellent saving in working expenses. As you are all aware, a cement plant which was intended for erection in Manchuria, but which had been landed here during the war, was offered for sale at auction in June last, and as it was for obvious reasons desirable that this plant should not get into other hands, we decided to acquire it for this company. It is now in course of erection, and will, when completed, add two more rotaries. We shall not, of course, commence running this plant until circumstances require it, but if the consumption of cement continues to grow, as it has done in the last year or two, it should not be standing idle long and in the meantime the loss of interest is not very serious. This, with the expenditure I have mentioned at Hok Uai and Macao and \$47,000 at Deep Water Bay, where we have added a large pipe machine, accounts for nearly \$600,000. In addition to this we had on 31st December \$136,000 more than last year owing to sundry debtors, \$50,000 spent on launches and lighters, mostly for cost of two new lighters and about \$34,000, more in stocks of cement and raw material of hand equal to \$426,000, making a total expenditure of over \$1,000,000. Our stock of cement is large, but not too large for our purposes, as new cement takes a long time to mature, and thus we are compelled to carry large quantities in stock. We cannot, as you quite understand, afford to allow green cement to go out of the factory. In this way the \$500,000 we received from you for new capital and the increase of nearly six lac in the overdraft at the bank is accounted for. The payment of the dividend will increase the latter by \$250,000, and this brings me to the old question of more funds, for we cannot go on doing a bigger and a bigger business without more and more capital, and we cannot always depend on borrowing money from our bankers. We require roughly \$1,000,000, to make us comfortable, and to get this we propose to issue 200,000 shares to shareholders, one new for one old, calling up on each \$5.00 in one payment in July next, and to raise these shares to \$10, paid up, we propose crediting a call of \$4.50 on them which will absorb \$900,000 out of the reserve fund, which will then be reduced to \$11,000. I hope I have made it clear to you that this proposal means that shareholders will only be asked to provide \$5.50 per share in cash, the \$4.50 being given them from the reserve fund, and I trust that this plan which, of course, will be brought before shareholders in the usual way at an extraordinary meeting later on will command itself to you. This could raise the capital to \$4,000,000, but I must again remind those who think that another similar factory could be started at once and run for the same capital, that this does not by any means represent all that was, I will not say least, but consumed at the

outset in making experiments and gaining experience and all of which was written off on the books when the company at last began to get on its legs. It is an experience which every new factory must expect to encounter, and which it will have to take into account and to pay for out of capital, and had we not done so in the beginning, our own capital would have been very much larger today. I would also suggest that the fee for the consulting committee which has stood at the low figure of \$1,500 since the beginning should now be raised to a figure more commensurate with the increased business we are doing, say to \$2,000, per annum. I think I have now laid as full a statement of what we have been doing during the past year as I can, without going too deeply into details, but I shall be glad to amplify it if any shareholder is not clear on any point. I must add before I sit down that the erection and construction of so much new plant and machinery has thrust a great deal of extra work on Mr. Ulhall, the manager, and Mr. Hewitt, the engineer in charge at Hok Uai, and that we feel much indebted to them for the cheopfulness with which they have given up their spare time and the readiness of resource with which they have met all difficulties inseparable to new work with unskilled labour, in all of which they have been well supported by the manager at Macao, Mr. Hayes, and the staff at both places.

No questions being asked, the CHAIRMAN proposed the adoption of the report and accounts as presented.

The motion was seconded by Dr. NOBLE and carried unanimously.

Mr. HANCK proposed the re-election of Sir Paul Chater, the Hon. Mr. W. J. Greson and Dr. Noble to the directorate.

Mr. ELLIS seconded, and the proposition was agreed to.

Captain Clarke proposed, and Hon. Mr. GRIEVE seconded, that Messrs. W. H. Potts and A. O'D. Gourdin be re-appointed auditors. Carried.

The CHAIRMAN.—That is all the business, gentlemen. Dividend warrants are ready now.

CHINA & MANILA STEAMSHIP COMPANY LIMITED.

The report for presentation to the shareholders at the twenty-fourth ordinary general meeting to be held at the offices of the general managers on Wednesday March 13th at 11 o'clock a.m., reads—

Annexed we beg to submit to shareholders the usual annual statement of Accounts for the year ending 31st December 1906.

The profit is \$27,365.57, which it is proposed to appropriate to reserve, viz.—

To place to reserve fund \$1,000.00

To pay a dividend of \$1 per share 26,000.00

To carry forward to the credit of next year's account 365.57

The S.S. "Rubi" d "Zafiro" ran regularly and very satisfactorily throughout the year, but both passengers and cargo were much scarcer than before. Our gross income shows a very heavy falling off and it has only been by exercising the strictest economy and cutting down expenses that we are able to show a surplus.

Consulting Committee.—Mr. D. E. Brown resigned on leaving the Colony, and Dr. J. W. Noble was invited to take his place on the Consulting Committee. In accordance with the Articles of Association Messrs. N. A. Sieb, H. P. White, A. V. Apoia and Dr. J. W. Noble retire, but offer themselves for re-election.

Auditors.—The Accounts have been audited by Messrs. W. H. Potts and A. O'D. Gourdin, the latter having been asked to fill the vacancy caused by the death of Mr. T. Arnold. Messrs. W. H. Potts and O'D. Gourdin, are recommended for re-election.

SHEWAT TONES & CO. General Managers.

PROFIT AND LOSS ACCOUNT.

Statement of Accounts for the year 1906.

Consulting Committee's fees	\$ 0.00
Auditor's fees	4,000.00
Interest	9,663.78
Charges	668.78
Amount written off as depreciation for 1906	41,027.07
Balance	7,365.57

\$81,546.75

Balances brought forward from 1905 6,563.45

Exchange 5.88

Profit on working account s.s. Rubi and Zafiro 74,974.42

\$81,546.75

BALANCE SHEET.

LIABILITIES.

Authorized capital

30,000 shares at \$2.50 each \$75,000.00

Issued and paid

28,000 shares at \$2.50 each 65,000.00

Calls on shares forfeited now belonging to the company 150.00

Reserve fund 6,000.00

Underwriting account 30,976.29

Sundry Creditors

Company bankers 103,008.69

Balance of profit and loss account 27,365.57

\$87,635.50

ASSETS.

Value of steamers Rubi and Zafiro 700,000.00

Less depreciation 129,85

Value of Hongkong buoy and mooring 2,029.85

Less depreciation 129.85

Value of Manila Lucy and mooring 6,308.46

Less depreciation 499.45

Value of Amoy buoy and mooring 2,258.59

Less depreciation 153.50

Value of stores on hand 3,738.55

Less depreciation 338.55

Value of iron hand 4,037.50

Less depreciation 24,804.03

Sundry Debtors 35,810.74

Outstanding freight 1906 41,103.30

Cash 2,262.93

\$87,735.50

An essential asset to business success is a substantial amount of enjoyment. Pleasure, healthy and wholesome, is the best antidote for business worries.

LOCAL SPORT.

CRICKET.

MARSH v. SINGLE.

The Beredots came off second best in Saturday's match, the single men winning by six wickets and a century of runs. Scores are:

"SINGLES." First Innings.

Capt. Kriekieb, b Stranger-Leathes 46

E. Pearce, o, Sab, b Stranger-Leathes 29

E. A. Fowler, b Stevenson, b Hinecock 191

I. M. G. Taylor, not out 0

Extras 0

Total 230

Bowling Analysis.

O. M. R. W.

H. Hinecock 8.5

J. H. Berendt 1.1

H. H. Berendt 8

H. Phillips 1

H. Young 5

M. A. H. Berendt 0

C. A. H. Berendt 0

G. A. H. Berendt 0

H. H. Berendt 0

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

TO LET.

NO. 1, "ORMSBY VILLAS,"
No. 3 and 5, OMSBY TERRACE,
Granville Road, Kowloon. Moderate Rentals.
Apply to—

SPANISH PROCURATION.
Hongkong, 4th March, 1907. 499

TO LET—FURNISHED.

9, KNTSFORD TERRACE, Kowloon.
For Twelve Months with use of Tennis
Court, from 1st May or earlier. Rent reason-
able.

Apply at the Office:
Hongkong, 4th March, 1907. 499

FURNISHED ROOM WANTED.

QUET ENGLISHMAN REQUIRES
FURNISHED BEDROOM in Respec-
table House in Central District or close
proximity, with Bath, &c., and reasonable
attention. No illumination necessary. No
Meals or light Breakfast only by arrangement.
Small Room simply furnished will suffice. Al-
lotted regard strictly confidential. Write
first, stating terms, to—

SIMPLE LIFE,
Care of "Daily Press" Office.
Hongkong, 4th March, 1907. 501

THIE SHIU ON Steamship Company, Ltd
of No. 3, Queen's Road West, Victoria
Hongkong, HEREBY GIVE NOTICE that
they have applied to the BOARD OF TRADE,
under Section 47 of the Merchants Shipping
Act 1894, in respect of the Ship "KWONG CHOW"
Gross Tonnage 923.91 tons, Register Tonnage
505.78 tons, heretofore owned by the said SHIU
ON Steamship Company, Ltd, for permission to
CHANGE HER NAME to "KWONG SAU"
and to have her registered in the New Name at
the Port of Hongkong as owned by the said
SHIU ON Steamship Co., Ltd.

Any objections to the proposed change of
Name must be sent to the Registrar of Ships
at Hongkong within Seven days from the
appearance of this Advertisement.

Dated at Victoria, Hongkong, the 1st day of
March, 1907. 502

NOTICE TO MARINERS,
No. 283 (Special).

CHINA SEA.

SHANGHAI-NINGPO DISTRICT.
TONTING ISLAND LIGHT EXHIBITED.

REFERRING to NOTICE to MARINERS No. 230 (Special), NOTICE is
HEREBY GIVEN that the Light on Tonting Island was EXHIBITED for the First time
at Sunse on the 23rd February, 1907.

The Illuminating apparatus is dioptric of the
Fourth Order and gives four white Lighting
Flashes in quick succession every 20 seconds.
The power of each flash is about 21,000 candles.

The Light, which is situated on the summit
of the Island and is visible all round, is elevated
180 feet above the level of the sea and should be
visible in clear weather at a distance of 19
nautical miles.

The Tower is 13 feet high, with a total
height from base to lantern cap of 28 feet.

The Tower and buildings are painted White.
In thick or foggy weather Second Class
single-note red Fog Horn will be sounded
giving a blast of approximately 2 seconds dura-
tion every 2¹/2 seconds.

Position:—
Latitude, 29° 51' 53" N.
Longitude, 122° 35' 24" E.

CAUTION!—It should be noted that a
Second Class Single Note red Fog-horn has
not the power of a 1st Class Siren.

T. J. ELDRIDGE,
Acting Coast Inspector.
Coast Inspector's Office,
Shanghai, 25th February, 1907. 503

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA
PORE AND PENANG.
Having connection with Company's Mail
Steamers to ADEN, SUZ, PORT SAID,
MISSA, NAPLES, LEGHORN and GENOVA
also VENICE and TRIESTE, all MEDITERRANEAN,
ADERIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo through rates to PERSIAN
GULF and BAGDAD, also BARBELLONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.)

THE Steamer
"ISCHIA,"
Captain Diodoro, will be despatched as above
on TUESDAY, the 12th inst., at NOON.
At Bombay the Steamer is discharging in
Victor Dock.

For further particulars regarding Freight
and Passage, apply to

CARLOWITZ & CO.,
Agents.
Hongkong, 4th March, 1907. 4

FOR SALE.

CRUISING YACHT, "DOROTHY,"
equipped; new and last November.
Apply—
J. HASTINGS,
38, Queen's Road Central.
Hongkong, 28th February, 1907. 469

WANTED.

LADY STYPIST, able to write Shorthand,
Reply stating speed, previous experience,
salary required.
Address—
"B," P.O. Box 398.
Hongkong, 27th February, 1907. 469

CODE AND INSPECT
Our Special Varieties of
ARTISTIC VIEW POSTCARDS

ALL KINDS OF
FOREIGN POSTAGE STAMPS, ALBUMS
AND OTHER
PHILATELIC GOODS
At PRICES to SUIT ANY BUYERS.

GRACA & CO.,
Hongkong Hotel Corridor,
Hongkong, 1st January, 1907. [123]

ENTERTAINMENT

THIEATRE ROYAL.
THE
**BANDMANN COMEDY
COMPANY.**
22 LONDON ARTISTES 22
TO-NIGHT (MONDAY),
MARCH 4TH.

THE SIGN OF THE CROSS
PRICES OF ADMISSION: \$3, \$2 and \$1.
Plan now open at MOUTRÉ & CO.

Doors open 8.30 P.M. Commence at 9 P.M. Sharp
Hongkong, 28th February, 1907. 465

NOTICES OF FIRMS

NOTICE.
I have This Day authorized Mr. CURMALLY
HASSUM to Sign my Firm.
E. PABANEY.
Hongkong, 28th February, 1907. 475

NOTICE.
MR. ELLIS KADOORIE has This Day
been admitted PARTNER in the
Firm.
E. S. KADOORIE & Co.
Hongkong, 1st March, 1907. 476

NOTICE.
MR. HERBERT RICHARD BUDD
HANCOCK is This Day authorized
to SIGN the name of our Firm.
SHEWAN, TOME & CO.
Hongkong, 15th February, 1907. 499

PUBLIC COMPANIES
HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-EIGHTH ORDINARY
MEETING of Shareholders in the
Company will be held at the Company's Offices,
No. 3, Queen's Road Central, Victoria, on
THURSDAY, the 7th March, 1907, at 12 o'clock Noon,
for the purpose of Receiving a Statement of Accounts and the Report of the
Directors for the year ending 31st December,
1906.

The TRANSFER BOOKS of the Company
will be CLOSED from the 21st instant to the
7th March, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers,
Hongkong Fire Insurance Co., Ltd.
Hongkong, 11th February, 1907. 385

THE CHINA FIRE INSURANCE CO.,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-EIGHTH ORDINARY
MEETING of Shareholders in the
Company will be held at the Company's Offices,
No. 3, Queen's Road Central, Victoria, on
THURSDAY, the 7th March, 1907, at 12 o'clock Noon,
for the purpose of Receiving a Statement of Accounts and the Report of the
Directors for the year ending 31st December,
1906.

The TRANSFER BOOKS of the Company
will be CLOSED from the 21st instant to the
7th March, both days inclusive.

By Order,
GEO. L. TOMLIN,
Secretary.
Hongkong, 5th February, 1907. 382

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

THE TWENTY-FOURTH ORDINARY
GENERAL MEETING of Share-
holders in the above Company will be held at
the Company's Office, St. George's Building,
No. 6, Connaught Road, Victoria, on WED-
NESDAY, the 13th March, 1907, at 11 a.m.
for the purpose of receiving a Statement of
Accounts and the Report of the General
Managers for the year ending 31st December,
1906, declaring a Dividend and electing a
Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from SATURDAY, the 9th
March to WEDNESDAY, the 13th March,
both days inclusive.

SHEWAN, TOME & CO.,
General Managers.
Hongkong, 1st March, 1907. 482

HONGKONG AND WHAMPoa DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share for
the Six Months ending 31st December,
1906, declared at Monday's Ordinary Yearly
Meeting, will be payable at the premises of the
HONGKONG & SHANGHAI BANKING CORPORATION,
on and after TUESDAY, the 26th Feb.,
and Shareholders are requested to apply for
Dividend Warrants at the Company's Office,
Queen's Building, New Plaza.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 26th February, 1907. 456

THE INDO-CHINA STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SPECIAL RESOLUTIONS altering
the Articles of Association and providing
for the Sub-division of each of the existing
Shares of £10 each in the Capital of the Com-
pany into Two Shares of £5 each fully paid
(one of which is a Preferred Ordinary Share
and the other a Deferred Ordinary Share having
the respective rights defined by the resolutions)
having been duly passed, the Sub-division came
into effect on and from the 1st of January, 1907.

Shareholders are now requested to send in
the Share Certificates for the Shares which
stand in their names on the Register on the 31st
December, 1906, in order that they may be
cancelled and the corresponding Certificates for
Preferred Ordinary Shares and Deferred
Ordinary Shares may be issued to them in
exchange in due course.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 28th February, 1907. 480

MAIL TABLES
FOR 1907.

Shows the dates of departure of the Mails
to Europe and America, and the dates of their
expected arrival at their destinations, as well as
the dates of return Mails.

Mounted on Card ... 30 Cents

On Paper ... 20

On Sale at the Hongkong Daily Press Office.
Hongkong, 26th January, 1907. 191

AUCTIONS

PUBLIC AUCTION.

THE Undesignated have received instructions
to Sell by Public Auction,
FOR ACCOUNT OF THE ESTATE OF
CAPTAIN FRANK WARREN, R.A. DECEASED,
On WEDNESDAY, the 6th March, 1907, at 11 a.m., at their
SALES ROOMS, No. 8, Des Vaux Road,
(Corner of Des Vaux Street).

THE GOODS AND CHATTELS,
Consisting of—
TRAVELLING BAGS and TRUNKS,
CLOTHING, CHEST, or DRAWERS,
WASHSTAND, BOOKS, &c., &c., &c.;
Also One GENT'S BICYCLE and One 12-
Bore FOWLING PIECE.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 2nd March, 1907. 495

BY ORDER OF THE MORTGAGEE

PUBLIC AUCTION.

MRS. GEO. J. LAMMERT has received
instructions to sell by Public Auction
on MONDAY,
the 11th day of March, 1907, at 3 o'clock
in the afternoon, at his SALES ROOMS,
No. 3, Duddell Street.

THE FOLLOWING
VALUABLE LEASEHOLD PROPERTY
Situate at KOWLOON TONG in the
New Territory in the Colony of
Hongkong, viz.—

(1) All that piece or parcel of Ground situate at
Kowloon Tong aforesaid and registered in the
Land Office as Lot Number Four hundred and
thirteen of Survey District No. 4, Area
5.19 acres. Annual Crown Rent \$14.07.

(2) All that piece or parcel of Ground situate at
Kowloon Tong aforesaid and registered in the
Land Office as Lot Number Four hundred and
thirteen of Survey District No. 4, Area
5.19 acres. Annual Crown Rent \$14.07.

Agricultural Crown Leases have been granted
in respect of both Lots.

For further Particulars and Conditions of
Sale, apply to—
MESSRS. GOLDRING & BARLOW,
10, Queen's Road Central,
Solicitors for the Mortgagors,

or to
MR. GEO. P. LAMMERT,
Auctioneer.
Hongkong, 28th February, 1907. 472

BY ORDER OF THE MORTGAGEE

PUBLIC AUCTION.

MRS. GEO. P. LAMMERT has received
instructions to sell by Public Auction
on THURSDAY,
the 14th day of March, 1907, at 3 P.M., at
his SALES ROOMS, Duddell Street.

THE FOLLOWING
VALUABLE LEASEHOLD PROPERTY
Situate at SHAUKI WAN, in the Colony of
Hongkong, viz.—

All that piece or parcel of Ground situate at
Shauki Wan aforesaid registered in the Land
Office as SHAUKI WAN INLAND LOT
No. 19 Together with all Erections and Pra-
mises (if any) thereon. Area 15,290 square feet
of land. Term 75 years, created by an
Indenture of Crown Lease dated the 21st day
of July, 1906. Crown Rent \$88.00.

For further Particulars and Conditions of
Sale, apply to—
MESSRS. JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagors,

or to
MR. GEO. P. LAMMERT,
Auctioneer.
Hongkong, 27th February, 1907. 462

TO LET

TO LET.

No. 28, LEIGHTON HILL ROAD,
Immaculate Property,
No. 26, LEIGHTON HILL ROAD. Pos-
session 1st March, 1907.

Apply to—
THE COMPRODOR,
Nippon Yusen Kaisha.
Hongkong, 4th February, 1907. 339

THE FOLLOWING
VALUABLE LEASEHOLD PROPERTY
Situate at SHAUKI WAN, in the Colony of
Hongkong, viz.—

All

INTIMATIONS

S. MOUTRIE & CO., LTD.
ESTABLISHED 1875.

BABY GRANDS
BY
RACHELS,
PLEYEL,
KEMMLER
AND
ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO., LTD.,
York Building, Chater Road,
Hongkong, 30th July, 1906.



MITSU BISHI GOSHI-KWAISIA
(MITSU BISHI CO.)

COAL DEPARTMENT
MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices. At ABC 5th Ed., Western Union Codets used.

All Letters Addressed to:
MANAGER, MITSU BISHI CO. with name of place under.

BRANCH OFFICES:
NAGASAKI, MOJI KOBE, KARATSU, SHANGHAI, HONGKONG, & HANKOW.

AGENCIES:
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GEARING & CO.
MANILA: Messrs. MACDONALD & CO.
SOLE PROPRIETORS of Takushima, Ochi, Shinmei, Namazata and Kashi-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Bituminous Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order for coal produced from the above Collieries. T. MATSUKI, Manager, Hongkong, No. 2, Pedder Street.



LADIES' AND GENTS' BOOTS AND SHOES.

EASTMAN KODAKS, CAMERAS AND PHOTOGRAPHIC GOODS.
PRICES MODERATE.

A TACK & CO.,
26, DES VŒUX ROAD CENTRAL,
Hongkong, 18th January, 1907.

JUST PUBLISHED.

NOW ON SALE.
THE FIFTY YEARS ANGLO-CHINESE CALENDAR

H 國 英 中 年 十 五
FROM 1ST JANUARY, 1864 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 75TH CYCLE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 50TH YEAR OF KWANG SU.

PRICE \$2 CASH.
On sale at the HONGKONG "DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money order, Hongkong, 3rd October, 1906.

NOTICE TO CONSIGNEES
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES
FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship
"AUSTRIA."

having arrived, Consignees of Cargo are hereby informed that Cargo will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims remaining undelivered after the 8th March will be subject to rent.

All ship-damaged packages must be left in the Godown, and Notice of same sent to this Office before the 10th March, or Claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.
Hongkong, 28th February, 1907.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NILE,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods will be landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th Mar., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent,
Hongkong, 28th February, 1907.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS FROM LONDON, ANTWERP AND STRAITS.

THE Steamship

"GLENSTRAE."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 7th Mar. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.
Hongkong, 28th February, 1907.

485

NORDDEUTSCHE LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary is given before Friday, the 1st March, at 5 P.M.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th March will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th Mar., at 9.30 A.M.

All claims must reach us before the 15th March, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD, MELCHERS & CO.,
Agents.

Hongkong, 1st March, 1907.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON ANTWERP AND STRAITS.

THE Steamship

"BRECONSHIRE."

Captain Tomkinson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD, MELCHERS & CO.,
Agents.

Hongkong, 1st March, 1907.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Chartered Steamship

"DARDANUS"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 7th March will be subject to rent.

All ship-damaged packages must be left in the Godown, and Notice of same sent to this Office before the 10th March, or Claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.
Hongkong, 28th February, 1907.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Chartered Steamship

"DARDANUS"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 7th March will be subject to rent.

All ship-damaged packages must be left in the Godown, and Notice of same sent to this Office before the 10th March, or Claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.
Hongkong, 28th February, 1907.

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LTD. is prepared to supply any Quantity of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag—W.

J. W. KEW,
Manager.

Hotel Mansions, 3rd Floor,
Hongkong, 8th August, 1907.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NILE,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods will be landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th Mar., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

I had been reading the local dailies in the steamer, and "these irresponsible gamins" thought I, to my wisdom, "was the product of newspaper agitation." Michael de Young, of the "Chronicle," started the furor.

He knew that the way to make circulation is not to censure people to be reasonable, but to incite sensations which will confirm them in all their suspicions, prejudices, and dislikes. When De Young got a "rise," immediately "House of Representatives" took the cue. Intense rivalry followed.

The "Chronicle" is still in the lead. Michael de Young alone, without reserves, support, or a line of communication, is able to smash Japan with one hand. The Harp organ has landed at least two army corps of Japanese veterans with artillery concealed in their pockets in Hawaii. Coolies who ballast the Southern Pacific have located in the gun positions at strategic points in the Rockies, which seems a little strange to me, considering that in the war with Russia they had captured. As far as a new species in a new place is found every day. They are the pawns in the war of publicity.

Mr. and Schmitz were quick to join the press. Schmitz, eloquent or exclusive, declared in an anti-Japanese mass-meeting that he was ready to lay down his life—possibly to postpone his trial for extortion. Besides, he would not be needed. De Young had already spoken first for the privilege. Perhaps he and

had the same object as the man who diverted attention from himself by crying "Stop thief!"

And now I hear you say—you live three thousand miles away, with the boom in your eye—that "it's all been a matter of dirty politics" than this transgression of a great principle! Not so, in the least. The politicians have simply pandored to the public sentiment. Every paper, reporter, editor believed in the policy acclaimed by the press. So, practically, does the whole Pacific Coast. This view has been crystallized into a habit like that of the Irish about Cromwell. The political meetings of that automatic speech maker, Congressman Kahn, and others, were the efforts of individual craft to get more wind than their rivals.

San Franciscans are a people used to having their own way. They come of that breed. They live over the Divide and with the mountains at their backs they look out to sea. When they were beginning to build their city anew they concluded—possibly because knight-errant Michael brought it so sharply to their attention—that this was the time to make one of the changes they had long in mind.

The result was the Oriental School. When I visited it and saw all the Chinese and the Koreans—who we forgot in the East—I could understand why I would not want to attend them if I were a Japanese. The Chinese and the Koreans rarely wash, while the Japanese take a bath every day. The Chinese say that the Japanese smell like fresh fish, and we can imagine ourselves how the Chinese smell to the Japanese.

One solitary Japanese boy, Frank Kobayashi, now attends the Oriental School. He has written to the President saying that he prefers segregation because he learns faster than he did in American classes. Kobayashi is to me a marvel in racial anomalies. He is a pea that grows outside a pod like a cranberry.

To the San Franciscans their action was a mark of that a merchant who decides to put a partition between two departments, Japan protest was as much of a surprise as if a merchant from a neighboring town had wanted the partition down because one of the clerks was relative of his. Were they living in Germany that they might not regulate their local affairs?

If so, then it was to be borne in mind that the Kaiser has been a long time in making his Polish subjects drink out of the Teutonic greek. The President's message turned their Polish exasperation into a white heat of anger, which has cooled to a quiet determination on the part of thinking San Franciscans, while Michael de Young has yelled louder than ever.

It is Michael's buying which leads the rest of the country to think that the whole city is moonshiners and not representative. Michael's la-la-ing produces lawlessness and excess. It might one day lead to riot. For the time I saw the settlement of an American community acting toward an outsider as the Japanese in their racial exclusiveness and concealment act toward any Caucasian. It was amazing.

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SHIPPIER

ARRIVALS

CHIYUEN, Chinese str., 1,177, C. Stewart, 2nd March—Shanghai 270 P.M., General—Chinese.
CHIYUANG, British str., 1,423, A. E. Sandbach, 2nd March—Shangai via Swatow 26th Feb., General—Jardine, Matheson & Co.
DAPHNE, German str., 1,254, E. Schippers, 1st March—Swatow 25th February, Rose—Hamburg-Amerika Line.
FUKUSHIMA MARU, Japanese str., 1,090, T. Ito, 2nd March—Amoy and Swatow 28th Feb., General—Osaka Shosen Kaisha.
HAMBURG, German str., 4,076, M. Teller, 3rd March—Hamburg 20th Jan., General—Hamburg-Amerika Line.
HAWTHORN, British str., 1,277, A. E. Hodgins, 3rd March—Foochow 28th Feb., Amoy 1st March and Swatow 2nd, General—Lapak & Co.
HELEN, German str., 771, J. Jensen, 2nd March—Hoioi 1st March, Coal—Jensen & Co.
KITO MARU, Japanese str., 1,418, S. Hirai, 3rd March—Saigon 25th Feb., Rice—KNIVESBERG, German str., 646, S. Turgesen, 2nd March—Kuang-chou-wan 1st March, Balust—Jehes & Co.
KOUANG SI, French str., 4,203, Conroy, 3rd March—Singapore 24th Feb., General—Messageries Maritimes.
LIGHTNING, British str., 2,122, A. E. Pentle, 3rd March—Calcutta and Straits 14th Feb., Gen. al.—D. Sisson & Co.
MACH-W, German str., 396, R. Zoll, 3rd March—Bangkok 18th February, Rice and Teak—Butterfield & Swire.
MAH ARITA, American str., 721, John A. W. Cushing, 2nd March—Singapore 4th P.M., General—General.
NINIA, British str., 757, A. Erikson, 2nd March—Bangkok 26th Feb., Rice—Chinese.
SEINU MARU, Japanese steamer, 1,395, L. H. Matsukata, 2nd March—Kobe 22nd Feb., General—Japanese.
TINHOW, British str., 901, T. R. Kidd, 2nd March—Saigon 26th February, Rice and General—Arnold, Kurnberg & Co.
YANGMOO, Korean str., 3,456, K. Fujii, 2nd March—Muji 23rd February, Coal—Mitsui Bussan Kaisha.
YOCHOW, British str., from Canton.
YOKEMASA, Japan str., 1,759, S. Todaoka, 2nd March—Moji, Matobu and General—Japanese.

DEPARTURES

March 2nd.

AUSTRIA, Austrian str., for Singapore.
CALOHA, British str., for Shanghai.
EASTERN, British str., for Australian.
GLYNSTON, British str., for Shanghai.
ITEAKA, German str., for Canton.
KIOSHO MARU, Japanese str., for Amoy.
KUTSUNG, British str., for Singapore.
KWELLIN, British str., for Canton.
MANIA, German str., for Saigon.
MATILDA, German str., for Hoioi.
PRINZ LUDWIG, German str., for Shanghai.
PRINZ WALDMEIR, German str., for Australia.
SHANTUNG, British str., for Hongkong.
ZAFIRO, British str., for Manila.

SHIPPING REPORTS

The British str. *Choyang* reports: Variable light winds and misty weather to Turnabout; thence to port, strong to light N.E. winds and clear weather.

The Chinese str. *Choyang* reports: Strong N.E. winds and rough seas, rain at times from Shanghai to Brooker Pt.; thence to port light N.E. winds and fine.

The British steamer *Nestor* reports: From passing Palo Obo strong winds from N.E. and N.N.E. with heavy seas lasting the rest of the passage.

The British str. *Tsukow* reports: Strong N.E. breezes and fine clear weather to North of Paracel Islands; thence to port strong N.E. breezes and misty weather, with high N.E. sea.

VESSELS IN DOCK

March 1st.

ARRIBAEN DOCKS — KOWLOON DOCKS — Soregon, Fronde, Z. Y. de Aldecoa, Kunquoch, Emeralda, Sophie, Princ Sigismund, Wongkoi, Tjatlap, Kubo, Tui So.

COSMOPOLITAN DOCKS — Peng Fei, Honam, Shantung, Marie.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES

FOR SHANGAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"ERNEST SIMONS," Captain Girard, will be despatched for the above Ports TO-DAY, the 4th March.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 26th February, 1907.
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship
"HAICHING," Captain A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 5th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LAPRAK & Co., General Managers.

Hongkong, 1st March, 1907. 488

TOYO-KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and Iquique via JAPAN Ports will be sent to Valparaiso if sufficient inducement.

Stomars Tons To Sail.
"GLENEARNG" ... 4,000 March 26th, Noon.
"KASATOMARU" ... 6,100 April 25th, Noon.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager,

York Building.
Hongkong, 8th February, 1907. 10

ENG HOK FONG S.S. CO.

THE Steamer

"WOOLWICH," Captain A. Stoker, will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, on the 29th March, 1907.

For Freight or Passage, apply to ENG HOK FONG & CO., 27 Des Vaux Road Central.

Hongkong, 1st March, 1907. 483

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "a" nearest Hongkong "b" midway between Hongkong and Kowloon "c" and those vessels berthed at the Kowloon Wharf "d" together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN,
DJIBOUTI, EGYPT,
MARSEILLE, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN
AND BLACK SEA PORTS

THE Steamship

"AUSTRALIEN,"

Captain Veron will be despatched for MARSEILLE, on TUESDAY, the 5th March, at 1 P.M.

This Steamship connects at Colombo with the Australian line as "Nera," bound for Marseilles via BOMBAY and Aden.

Passage tickets and Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "TONKIN" ... 18th Mar.

S.S. "ERNEST SIMONS" ... 2nd April.

S.S. "POLYNESIEN" ... 16th April.

S.S. "VILLE DE LA CIOTAT" 30th April.

S.S. "SALAZIE" ... 14th May.

G. de CHAMPEAUX, Agent.

Hongkong, 20th February, 1907. 2

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON. THROBOTH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI"

Captain J. D. Andrews, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 9th March, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MANNOA," 10,700 tons, from Colombo, Passengers' accommodation in which vessel is fitted before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the small steamer proceeding direct to Marseilles and London; other cargo for London, to be conveyed from Bombay by the P.M.S. "CALEDONIA," due in London on 26th April, 1907.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. HEWETT, Superintendent.

Hongkong, 25th February, 1907. 1

REGULAR STEAMSHIP SERVICE
(

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	{ MALTA Capt. R. A. Peters	About 8th March	Freight and Passage.
LONDON, &c., VIA USUAL PORTS	DELHI Capt. J. D. Andrews	Noon, 9th March	See Special Advertiser.
MOJI, KOBE & YOKOHAMA	CEYLON Capt. G. W. Babot	About 9th March	Freight and Passage.
MARSEILLES, LONDON and ANTWERP	MANILA Capt. F. E. Andrews	About 27th March	Freight and Passage.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 28th February, 1907.

CHINA NAVIGATION CO.
LIMITED.

	STEAMERS	TO SAIL
MANILA	"TEAN"	On 5th Mar., 4 P.M.
SHANGHAI	"YOCHOW"	On 5th Mar., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 8th Mar., 4 P.M.
HUICHOW		On 8th Mar., 4 P.M.
NEWCHIANG		On 9th Mar., 4 P.M.
SHANGHAI	"KUOKIANG"	On 14th Mar., 4 P.M.
YOKOHAMA and KOBE	"CHANGSHA"	On 18th Mar., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 19th Mar., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Univalved Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS

Hongkong, 4th March, 1907.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

	1907
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
SACHSEN	WEDNESDAY 27th March
ZIETEN	WEDNESDAY 16th April
PRINZ REGENT LUFTPOLD	WEDNESDAY 24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 5th May
BAUERN	WEDNESDAY 22nd May
PRINZ HEINRICH	WEDNESDAY 5th June
SCHAENHURST	WEDNESDAY 15th June
ROON	WEDNESDAY 3rd July

* I Class accommodation being engaged by H. M. The King of Siam, II Class Passengers only, will be accepted.

ON WEDNESDAY, the 13th day of MARCH, 1907, at NOON, the Steamship "PRINZESS ALICE," Captain Ch. Polack, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be given till NOON, on MONDAY, the 11th Mar., Cargo and Specie will be received at the Agency Office until NOON, on TUESDAY, the 12th Mar., and Parcels will be received at the Agency Office until NOON, on THURSDAY, the 14th Mar.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50, and Parcels should not exceed Two Foot Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class
TO NAPLES, GENOA and GIBRALTAR 261 0 0 242 0 0 222 0 0
return 91 0 0 63 0 0 33 0 0

TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG ... 65 0 0 44 0 0 24 0 0
return 97 0 0 66 0 0 36 0 0

* TO NEW YORK via SUEZ
VIA NAPLES, GENOA or GIBRALTAR 64 0 0 44 0 0 28 0 0
return 115 0 0 79 0 0 47 0 0
VIA BREMEN or SOUTHAMPTON 68 0 0 46 0 0 27 0 0
return 123 0 0 83 0 0 49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME BATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TO VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Colombo to Calcutta by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY and MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

PRINZ SIGISMUND ... 3302 tons ... THURSDAY, 28th Mar.

MANILA ... 1790 tons ... SATURDAY, 20th April

ON THURSDAY, the 28th March, at NOON, the Steamship "PRINZ SIGISMUND."

Captain Leus, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA ... 550 00 30 00 return 850 00 350 00

TO NEW GUINEA ... 228 00 18 10 return 242 00 227 15

TO BRISBANE ... 230 00 22 00 return 254 00 236 00

TO SYDNEY ... 233 00 22 00 return 259 00 241 10

TO MELBOURNE ... 234 10 22 10 return 262 50 244 5

TO YOKOHAMA ... 380 00 30 00 return 517 00 120 00

TO KOBE ... 395 00 37 00 return 517 00 120 00

TO YOKOHAMA and back from KOBE to HONGKONG ... 8140 00 810 00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 277 0 0

TO EUROPE VIA AUSTRALIA AND AMERICA 96 0 0

From Australia to New York via Vancouver by the U. S. S. steamer, or via San Francisco by the O. & O. S. S. Co.'s steamer, and from New York to Europe by the Maguire Express Steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "ZIETEN" ... Wednesday, 13th Mar.

KOBE & YOKOHAMA ... "ZIETEN" ... Wednesday, 13th Mar.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C. P. R. Co.'s steamers U. S. S. C. J. S. & O. & S. S. Co., T. K. K. and from New York to Europe by the Maguire Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—

1st Class

To London via Plymouth or Southampton 62 0 0

To Bremen ... 63 10 0

To Paris via Cherbourg ... 65 0 0

To Naples, Genoa via Gibraltar ... 65 0 0

Passage money payable in local currency at current sight Bank rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD, 1,147, 1,148, 1,149, 1,150, 1,151, 1,152, 1,153, 1,154, 1,155, 1,156, 1,157, 1,158, 1,159, 1,160, 1,161, 1,162, 1,163, 1,164, 1,165, 1,166, 1,167, 1,168, 1,169, 1,170, 1,171, 1,172, 1,173, 1,174, 1,175, 1,176, 1,177, 1,178, 1,179, 1,180, 1,181, 1,182, 1,183, 1,184, 1,185, 1,186, 1,187, 1,188, 1,189, 1,190, 1,191, 1,192, 1,193, 1,194, 1,195, 1,196, 1,197, 1,198, 1,199, 1,200, 1,201, 1,202, 1,203, 1,204, 1,205, 1,206, 1,207, 1,208, 1,209, 1,210, 1,211, 1,212, 1,213, 1,214, 1,215, 1,216, 1,217, 1,218, 1,219, 1,220, 1,221, 1,222, 1,223, 1,224, 1,225, 1,226, 1,227, 1,228, 1,229, 1,230, 1,231, 1,232, 1,233, 1,234, 1,235, 1,236, 1,237, 1,238, 1,239, 1,240, 1,241, 1,242, 1,243, 1,244, 1,245, 1,246, 1,247, 1,248, 1,249, 1,250, 1,251, 1,252, 1,253, 1,254, 1,255, 1,256, 1,257, 1,258, 1,259, 1,260, 1,261, 1,262, 1,263, 1,264, 1,265, 1,266, 1,267, 1,268, 1,269, 1,270, 1,271, 1,272, 1,273, 1,274, 1,275, 1,276, 1,277, 1,278, 1,279, 1,280, 1,281, 1,282, 1,283, 1,284, 1,285, 1,286, 1,287, 1,288, 1,289, 1,290, 1,291, 1,292, 1,293, 1,294, 1,295, 1,296, 1,297, 1,298, 1,299, 1,300, 1,301, 1,302, 1,303, 1,304, 1,305, 1,306, 1,307, 1,308, 1,309, 1,310, 1,311, 1,312, 1,313, 1,314, 1,315, 1,316, 1,317, 1,318, 1,319, 1,320, 1,321, 1,322, 1,323, 1,324, 1,325, 1,326, 1,327, 1,328, 1,329, 1,330, 1,331, 1,332, 1,333, 1,334, 1,335, 1,336, 1,337, 1,338, 1,339, 1,340, 1,341, 1,342, 1,343, 1,344, 1,345, 1,346, 1,347, 1,348, 1,349, 1,350, 1,351, 1,352, 1,353, 1,354, 1,355, 1,356, 1,357, 1,358, 1,359, 1,360, 1,361, 1,362, 1,363, 1,364, 1,365, 1,366, 1,367, 1,368, 1,369, 1,370, 1,371, 1,372, 1,373, 1,374, 1,375, 1,376, 1,377, 1,378, 1,379, 1,380, 1,381, 1,382, 1,383, 1,384, 1,385, 1,386, 1,387, 1,388, 1,389, 1,390, 1,391, 1,392, 1,393, 1,394, 1,395, 1,396, 1,397, 1,398, 1,399, 1,400, 1,401, 1,402, 1,403, 1,404, 1,405, 1,406, 1,407, 1,408, 1,409, 1,410, 1,411, 1,412, 1,413, 1,414, 1,415, 1,416, 1,417, 1,418, 1,419, 1,420, 1,421, 1,422, 1,423, 1,424, 1,425, 1,426, 1,427, 1,428, 1,429, 1,430, 1,431, 1,432, 1,433, 1,434, 1,435, 1,436, 1,4

